





## INTIMATION.

A. S. WATSON &amp; CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF ABRATEL WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

**COAST PORT ORDERS.**

Whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, what is packed and placed on board ship at Hongkong prices, and the full amount allowed for Freight and Expenses when re-landed in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is **DISPENSARY, HONGKONG.**

All telegraphic messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

**PURE ABRATEL WATER.**  
**SODA WATER.**  
**LEMONADE.**  
**POTASH WATER.**  
**SALT WATER.**  
**LITHIA WATER.**  
**SARSAPARILLA WATER.**  
**TONIC WATER.**  
**GINGER ALE.**  
**GINGER BEER.**

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing ABRATEL Waters, as such Bottles are never used again by us.

A. S. WATSON &amp; CO., LIMITED.

The Hongkong Dispensary, Hongkong.  
 The Shanghai Dispensary, 24, Nanjing Road, Shanghai.  
 Boissac Legros, 14, Escott, Manila.  
 The Canton Dispensary, Canton.  
 The Dispensary, Foshan.  
 The Hongkong Dispensary, Hankow.  
 The Hongkong Dispensary, Tientsin.  
 London Office, 8, Fenchurch Buildings, E.C.

Hongkong, 18th June, 1894.

**NOTICE TO CORRESPONDENTS.**

Only communications relating to the press columns should be addressed to "The Editor." Correspondents are requested to forward their names and addresses with communications, and to sign their names, not for publication, but as evidence of good faith. Letters for publication should be written on one side of the paper only.

No anonymous signatures should be given. Letters appearing in other than first page of paper should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only signed letters are sent.

Telegraphic Address: Press, P.O. Box 20.

Telephone No. 12.

The Daily Press.

HONGKONG, JULY 2nd, 1894.

From the official correspondence published in another column it will be seen that the Permanent Committee of the Sanitary Board decline to be any party to the removal of plague patients to the hospital at Lai-chi-ko.

That establishment they look upon as a grave danger to the Colony or account of the unrespected communication allowed between patients and their friends and also on account of the danger of the spread of the disease.

That the hospital is a place where the disease is likely to be spread.

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the recommendation will be promptly acted upon. Lai-chi-ko is said to be only a half-way house between the Kowloon district and the Canton hospital, and what the Permanent Committee recommend is that the half-way house should be avoided and the patients sent to Canton direct. The further they go from the Colony the better, and under the supervision of the Permanent Committee all proper arrangements will be made for their comfort on the passage. To allow patients to go to Lai-chi-ko would be better than to continue the present position, but to send them to Canton would be better still.

Reference to a recent Bradford failure, the Standard assigned as the cause of the disaster the McKinley Bill. Several other large concerns in Bradford, the Standard says, were likely to suspend, as the trade of the town had been half-raised by the McKinley Bill and the delay in arranging a new American tariff. This view is controverted by the San Francisco Chronicle, which says that if the English woolen manufacturers are suffering because of the American protective tariff then the protected American mill-owners ought to be thriving. But what are the facts? Let any one pick up an American trade journal and see what the mills are doing. He will read expressions like these: "Manufacturers find the situation very unfavorable." "With no prospects ahead of values doing better manufacturers feel that they will be forced to reduce the cost of production to the price at which goods will sell, or else close down their machinery." These quotations from Bradford and they might be multiplied without any difficulty. "The truth is," the Chronicle goes on to say, "that England, with her free trade, is suffering from industrial depression no more nor less than America with her protective system. At least, the general depression which is now apparent throughout the whole industrial world is not attributable to local causes or special circumstances. It is a general disease and is caused by the disturbing and paralyzing influence of shrinking values. Countries whose trade relations are almost exclusively with England are suffering in the same way; the American tariff does not affect them. Take Chile and the Argentine Republic, for instance. And look at the condition of India and other countries in the Far East. It may appear tiresome, but nevertheless we think it worth while to repeat what we have so often said, that the industrial depression, of which the failures at Bradford are symptoms, is to be traced to the disturbance of the world's monetary system—to the devaluation of silver, the appreciation of gold, the fall of prices, the shrinkage of values, and the consequent consternation of the industrial world."

Traders in the Far East know by experience how true are the views expressed by the San Francisco contemporary. The protective tariffs which have been erected as barriers to British trade in various countries are as nothing compared to the great exchange difficulty by which the merchant is confronted at every turn. At Shanghai a Bimetallism League has been formed for the purpose of helping on the movement in support of international bimetallism, an example which might with advantage be followed by all the communities of the Far East. It is not to be supposed that any small local league will by its own efforts be able to accomplish very much, but every little helps, and if similar leagues to that which has just sprung into existence at Shanghai were formed wherever there are large trade interests to be conserved their united voice could not fail to carry weight. At the meeting held at Shanghai to form the league there, Mr. Wernham, anticipating the question "But what can we do?" replied as follows:—1st. That the fact that an active movement is taking place here will encourage and strengthen the several leagues in Europe and America and give them fresh incentive for renewed exertions. 2nd. Unanimity of sentiment in the Far East cannot fail to carry great weight, and if that sentiment is expressed by the formation of leagues in all the communities of its territory, and their combination into a solid unit, an association would be the result, which, without doubt, would exercise an important influence in any steps that might be taken for the restoration of international bimetallism. 3rd. Bimetallism leagues here would be able to give those at home material help by keeping them informed as to the movements of the precious metals and the course of trade here, information which is eagerly wanted, judging by the ignorance displayed even among the leaders of public opinion in the Western world. 4th. The absence of any such public manifestation of opinion would probably be misconstrued by the opponents of bimetallism as indicative of indifference, and that indifference would be interpreted as showing that after all the trade of the Far East could not be suffering so severely. These reasons advanced by Mr. Wernham for the formation of a Bimetallism League at Shanghai are equally applicable in Hongkong. It may be thought that public opinion on the subject is sufficiently well represented by the Chamber of Commerce. That body, however, has never committed itself to bimetallism out and out, though there can be no doubt as to the views of the majority of its members. If the Chamber chose to constitute itself the local exponent of bimetallism there would, perhaps, be no particular purpose to be served by establishing another organization. Indeed the needless multiplication of leagues and societies having the same object is rather to be deprecated, as calculated to lead to the dissipation of energy. Some definite and clear local pronouncement in favour of bimetallism is, however, desirable, and if the Chamber of Commerce does not see its way to take up the subject then a league on the lines of that formed at Shanghai would be justifiable and desirable. We notice that at the Shanghai meeting there was nothing said about sending a delegate to England, as an injudicious proposal advanced some time ago, which has apparently been dropped. The league, we have no doubt, will do much good; the mere fact of its existence will

tell, but while the cause of bimetallism has such able and numerous advocates at home, to send a delegate from China would be sheer waste of time and money. There is little that is new to be said on the question now; what is wanted is not outcry but the weight of numbers.

There were 238 visitors to the City Hall Museum last week of whom 104 were Europeans.

The steamer *Catharina* from Canton, left Singapore for this port yesterday afternoon.

The *Harpoon* of the 20th ult. says:—His Majesty the King, it was stated yesterday, was suffering from a slight attack of fever, and did not intend to return immediately to the Capital as had been previously arranged.

Your most obedient servant, J. H. SHAW, LOCKMAN, Acting Colonial Secretary.

The following was the Chairman's reply, sent in yesterday morning:—

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to make arrangements for their removal in the following manner:—

(1) Two chairs to be provided for the conveyance of patients, and to stand from the wharf at Kowloon daily at stated times.

(2) Patients wishing to go to the hospital to be placed in a special boat, and to be conveyed to the hospital by a special boat.

(3) The conveyance of patients to be supervised by a duly qualified medical officer, who should report the number and condition of the sick leaving each trip.

(4) I am further to request that you will be good enough to inform me at your earliest opportunity of the hours at which the boats should leave each day, so that the Chinese may be notified thereof by the Registrar-General.

I have the honour to be, Sir, Your most obedient servant, J. H. SHAW, LOCKMAN, Acting Colonial Secretary.

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## INTIMATIONS

## THE LATEST INVENTION.

**SKULL'S PATENT OXYGEN TUBES** for Lenses (Bottle) and for all purposes. The most perfect and unique apparatus ever offered to the public as a mechanical apparatus and a most important discovery for any form of vision or in any other way. These tubes are of the best possible material, they are perfectly light, and they are covered with a non-absorbent material (Oxygene) which renders them perfectly impervious to moisture, perspiration, and the acid excretions of the skin, and they are of such a nature as to be used without any other apparatus, and they are of such a nature as to be used without any other apparatus, and they are of such a nature as to be used without any other apparatus.

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## NEW ON SALE.

## ENGLISH AND CHINESE

## DICTIONARY.

## WITH THE PRAISE AND MANDARIN

## PROFESSOR.

## An Anglo-Chinese Dictionary published at the

## Daily Press Office, Hongkong.

## For completeness and practical service this

## work is unrivalled. All the new

## words which the Chinese and English

## languages have acquired since the

## last edition of the Dictionary have

## been incorporated into it. Each word is

## fully illustrated and explained, forming

## a complete and practical service.

## The Dictionary contains over 100,000

## Chinese characters and 100,000

## English words, and is the most

## complete and practical service.

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## VESSELS ON THE BRETH

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY, AND

## TAIWANFOO.

## THE Company's Steamship

## "THALIA".

## Captain Bathurst, will be despatched for the

## above Ports on TUESDAY, the 31st inst., at Noon.

## For Freight or Passage, apply to

## DOUGLAS LA PRAD &amp; Co.,

## General Managers.

## HONGKONG, 2nd July, 1894. 11283

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

## THE Company's Steamship

## "OHANGSHA".

## J. E. Williams, Captain, will be despatched as above

## on TUESDAY, the 31st inst., at 4 P.M.

## The attention of Passengers is directed to the

## Superior Accommodation offered by this

## Steamer. The Captain is also directed to

## forward of the Engines. A Refrigerating Chamber

## carries the supply of Fresh Provision during

## the entire voyage. A daily qualified Surgeon

## is on board.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

## Agents.

## HONGKONG, 3rd July, 1894. 11215

## OCEAN STEAMSHIP COMPANY.

## FOR SINGAPORE, HAVRE, AND

## HAMBURG.

## (Calling at Naples for Landing Passengers if

## sufficient inducement offers.)

## THE Steamship

## "EUREKA".

## Captain R. Scholten, will be despatched for the

## above Ports on TUESDAY, the 31st inst., at 4 P.M.

## This Steamer has superior accommodation for

## First and Second Class Passengers and carries

## a Doctor and a Surgeon.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

## Agents.

## HONGKONG, 3rd July, 1894. 11292

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## THROUGH BILLS OF LADING ISSUED FOR

## BATAVIA, PERSIAN GULF, CONTINENTAL

## AND AMERICA FORM.

## THE Steamship

## "ROHILLA".

## Captain J. C. Long, carrying Her Majesty's

## Mails, will be despatched from this Port on

## TUESDAY, the 31st inst., at 4 P.M.

## This Steamer has superior accommodation for

## First and Second Class Passengers and carries

## a Doctor and a Surgeon.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

## Agents.

## HONGKONG, 3rd July, 1894. 11292

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP

## COMPANY.

## VIA INLAND SEA OF JAPAN AND

## KOROLU.

## PROPOSED SAILINGS FROM HONGKONG.

## City of Peking (via Nippon, Korea, and Japan)

## on TUESDAY, the 31st inst., at 11 A.M.

## China (via Nagasaki, Korea, and Japan)

## on TUESDAY, the 31st inst., at 1 P.M.

## Peking (via Nagasaki, Korea, and Japan)

## on SATURDAY, the 3rd inst., at 11 A.M.

## The U. S. Mail Steamship "CITY OF

## PEKING" will be despatched for SAN

## FRANCISCO, via NAGASAKI, KORE, and

## JAPAN, on TUESDAY, the 31st inst., at 1 P.M.

## Passengers and Freight for Japan, the United

## States, and Europe, will be accepted at the

## Company's Office, 10, Queen's Road, Hongkong.

## Through Passage Tickets granted to Eng-

## land, France, and Germany by all trans-Atlantic

## lines of steamers, and to the principal cities of

## the United States or Canada. Rates may be ob-

## tained on application.

## Passengers holding through ORDERS TO

## EUROPE will be the choice of Overland Rail

## routes from San Francisco, including the

## Southern Railway, the Great Northern, the

## Union Pacific, the Denver and Rio Grande

## and the Canadian Pacific Railways, and the

## choice of direct lines to Europe, and from

## Chicago to destination the choice of direct lines

## can be obtained on application.

## Special rates (first class only) are granted to

## Missionaries, members of the Naval, Military,

## Diplomatic, and Civil Services, to European

## Governments, and to Government officials and their families.

## Through Bills of Lading issued for trans-

## portation to Yokohama and other Japan Ports,

## to San Francisco, to Atlantic and Inland Cities

## of the United States, via Overland Railways to

## Hankow, Shanghai, and other ports in

## China, and to other ports in the Pacific.

## For further information as to Passage and

## Freight apply to the Agency of the Company,

## No. 7, Praya Street.

## J. S. VAN BUREN, Agent.

## HONGKONG, 21st June, 1894. 11293

## VESSELS ADMITTED AS LOADING

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